RUNWAY DATA	RUNWAY 8-26		RUNWAY 17-35		RUNWAY 3R-21L		RUNWAY 3L-21R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	B-II (CLASS B)	B-II (CLASS A)	B-II (CLASS B)	B-II (CLASS A)	D-V (CLASS B)	SAME	E-VI (CLASS B)	SAME
RUNWAY AZIMUTH	89.1439	SAME	359.1261	SAME	44.1325	SAME	44.1325	SAME
RUNWAY BEARING	N 89°08'38" E	SAME	N 00°52'26" W	SAME	N 44°07'50" E	SAME	N 44°07'50" E	SAME
RUNWAY DIMENSIONS	6145' x 150'	SAME	5710' x 150'	SAME	9239' x 150'	SAME	13,299' x 200'	SAME
MAXIMUM RUNWAY ELEVATION (above MSL)	213'	SAME	196'	SAME	208'	SAME	195'	SAME
RUNWAY SAFETY AREA (RSA)	6745' x 150'	SAME	6910' x 150'	SAME	11239' x 500'	SAME	15299' x 500'	SAME
RSA DISTANCE BEYOND END OF RUNWAY (RSA)	300'	SAME	300'	SAME	1000'	SAME	1000'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	6545' x 400'	SAME	6710' x 400'	SAME	9639' x 400'	SAME	13699' x 400'	SAME
EFFECTIVE RUNWAY GRADIENT (in %)	0.293%	SAME	0.228%	SAME	0.217%	SAME	0.008%	SAME
RUNWAY PAVEMENT MATERIAL	ASPH.-CONCRETE	SAME	ASPH.-CONCRETE	SAME	ASPH.-CONCRETE	SAME	CONCRETE	SAME
PAVEMENT STRENGTH (in thousand lb..)[2]	63(S), 137(D), 206(DT)	SAME	72(S), 171(D), 255(DT)	SAME	162(S),200+(D),400+(DT)	SAME	103(S),200+(D),400+(DT)	SAME
RUNWAY LIGHTING	HIRL	SAME	HIRL	SAME	HIRL	SAME	HIRL	SAME
RUNWAY MARKING	VISUAL/VISUAL	SAME	NON-PREC/NON-PREC	SAME	NON-PREC/NON-PREC	SAME	PREC/PREC	SAME
RUNWAY APPROACH LIGHTING		SAME	N/A	SAME	N/A	SAME	N/A	SAME
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME	NONE	SAME	NONE	SAME	NONE	SAME
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	SAME	NON-PREC/NON-PREC	SAME	NON-PREC/NON-PREC	SAME	PREC/PREC	SAME
RUNWAY STOPWAY	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
WIND COVERAGE (in %)	91.7% 12 MPH/95.1% 15 MPH	SAME	95.3% 12 MPH/97.3% 15 MPH	SAME	90.2% 12 MPH/95.3% 15 MPH	SAME	90.2% 12 MPH/95.3% 15 MPH	SAME
TOUCHDOWN ZONE ELEVATION	201'/213'	SAME	196'/189'	SAME	188'/208'	SAME	195'/193'	SAME
APPROACH VISIBILITY MINIMUMS	+1 MILE/+1 MILE	SAME	+1MILE/+1MILE	SAME	+1 MILE/+1 MILE	SAME	+1 MILE/+1 MILE	SAME
FAR PART 77 CATEGORY	VISUAL/VISUAL	SAME	NON-PREC/NON-PREC	SAME	NON-PREC/NON-PREC	SAME	PREC/PREC	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME	MITL	SAME	MITL	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT/CONCRETE	SAME	ASPHALT/CONCRETE	SAME	ASPHALT/CONCRETE	SAME	ASPHALT/CONCRETE	SAME
TAXIWAY MARKINGS (PAVED TAXIWAY ONLY)	CENTERLINE	SAME	CENTERLINE	SAME	CENTERLINE	SAME	CENTERLINE	SAME
TAKEOFF RUN AVAILABLE (TORA)	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
ACCELERATE DISTANCE AVAILABLE (ASDA)	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
LANDING DISTANCE AVAILABLE (LDA)	N/A	SAME	N/A	SAME	N/A	SAME	N/A	SAME
NAVIGATIONAL & VISUAL AIDS	NONE	PAPI-4 (BOTH) REIL (BOTH) GPS (BOTH)	VASI-4 (RWY 17) REIL (RWY 35) TACAN (RWY 17) VOR (RWY 17)	PAPI-4 (BOTH) REIL (BOTH) SAME SAME GPS (BOTH)	ASR OLS [3] PAPI-4 (BOTH)	SAME SAME SAME	ILS (RWY 21R) MALSR (RWY 21R) RNAV (RWY[3] 21R) TACAN (BOTH) OLS ASR/PAR PAPI-4 (BOTH)	SAME SAME SAME SAME SAME SAME SAME GPS (BOTH)

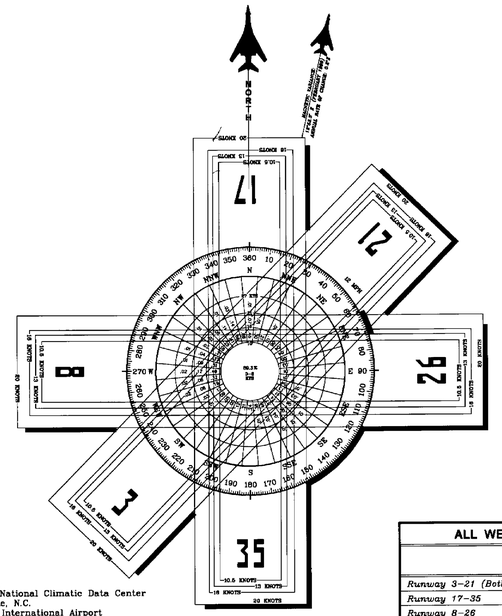
[1] Runway approach surfaces are based on military approach slope standards.
[2] Pavement strengths are expressed in single (S), dual (D), dual tandem (DT), and/or double dual tandem (DDT), wheel loading capacities.
[3] OLS=Optical Landing System
[4] ALP Plan Set drawings depict existing Class B 50:1 ADC Surface for Runway 17, however, actual approach surface clearance is 34:1.

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT NAME (IDENT): YUMA INTERNATIONAL AIRPORT (YUM)/YUMA MCAS (NYL)			
CITY: YUMA	COUNTY: YUMA, ARIZONA		
RANGE: 23 WEST TOWNSHIP: 9 SOUTH	CIVIL TOWNSHIP: Not Applicable		
NATIONAL PLAN of INTERGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		PRIMARY (PR)	SAME
DESIGN AIRCRAFT		BOEING 747 (D-V)	SAME
		MILITARY (E-VI)	SAME
		KING AIR (B-II)	SAME
AIRPORT REFERENCE CODE (ARC):		E-VI	SAME
AIRPORT ELEVATION (ABOVE MEAN SEA LEVEL)		213 MSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		106.6°F (JULY)	SAME
AIRPORT REFERENCE POINT		32°39'23.400" N	SAME
(ARP) COORDINATES (NAD 83)	Latitude	114°36'21.600" W	SAME
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Longitude	VORTAC	SAME
		ILS (RWY. 21R)	SAME
		ROTATING BEACON	SAME
		TACAN	SAME
		ATCT	SAME
		ASR/PAR	SAME
		GPS/VOR/DME (RWY. 17)	SAME
		GPS/RNAV (RWY. 21R)	SAME
			GPS (RWY's 3L, 8, 26, AND 35)

GENERAL NOTES:

1. Depiction of features and objects, including related elevations within the clear zones, are depicted on the CLEAR ZONES PLANS (Sheets 8 & 9). Military clear zones can consist of three types of clear zones (Type I, II and III) depending on the runway class (Class A or Class B). All of the runways at the airport are presently Class B. Descriptions of these military runway designations and clear zones can be found in Facility Planning Criteria for Navy & Marines Corps Shore Installations, Appendix E, NAVFAC P-80.3, Jan 1982. A typical Class B runway clear zone is illustrated on Runway 21L (Sheet 2). In the interest of reducing clutter on the ALP, only the Type I clear zones are depicted and the trapezoidal area that includes all the Type I, II or III clear zones, are illustrated throughout the plan set.
2. Details concerning terminal improvements at Yuma International Airport are depicted on the TERMINAL AREA PLAN (Sheet 3), AIR CARGO FACILITY PLAN (Sheet 4) and GENERAL AVIATION AREA PLAN (Sheet 5).
3. Yuma International Airport property was released by the Secretary of the Interior to Yuma County through a Joint-Use Patent issued pursuant to the Federal Airport Act - 1946 and Executive Order 10536, June 9, 1954. The Yuma International Airport property controlled by the Yuma County Airport Authority is delineated on the ALP.
4. The Building Restriction Lines (BRL) are set to coincide with the primary surfaces of Runways 3L-21R, 17-35 and 8-26. The allowable height of an object from the BRL to the applicable runway is zero feet. The location and height of an object placed between the BRL and the Property Line will be determined by the F.A.R. Part 77 transition surface slope (7 to 1).
5. Elevations and contours were determined from runway/taxiway/apron construction drawings, U.S.G.S. 7 and 1/2 degree topographic quadrangle maps, and NOAA OC 311, Sept. 1989. A field survey should be performed prior to any construction in order to determine the appropriate height for an object.
6. The civil Runway Protection Zones are only illustrated on the ALP to indicate property that is/or will be acquired by the Yuma County Authority with assistance from federal or state aviation grants.
7. Waiver Y-10, by authority of the COMNAVSYSCOM, June 17, 1980 reduced the size of the clear zones for Runway 8 and 17.
8. Land under control of MCAS-Yuma by Subordinate Agreement.
9. Land leased to MCAS-Yuma by Yuma County through 2009.
10. Land under avigation easement to MCAS-Yuma, by Yuma County.
11. Land fee purchased by the military (U.S. Department of the Navy).
12. Land leased to MCAS-Yuma, Yuma County through 2020.
13. Land controlled by MCAS-Yuma by Memorandum of Understanding with U.S. Bureau of Reclamation.
14. Aircraft parking in the terminal area is a Part 77 obstruction to the primary surface, of Rwy 8/26. The standard Military Primary surface is 750 ft. from Rwy 8/26 C/L. However currently parking is permitted to within 500ft. of Rwy 8/26 C/L. Recommend reclassification of Rwy 8/26 from Class B to Class A (Military).

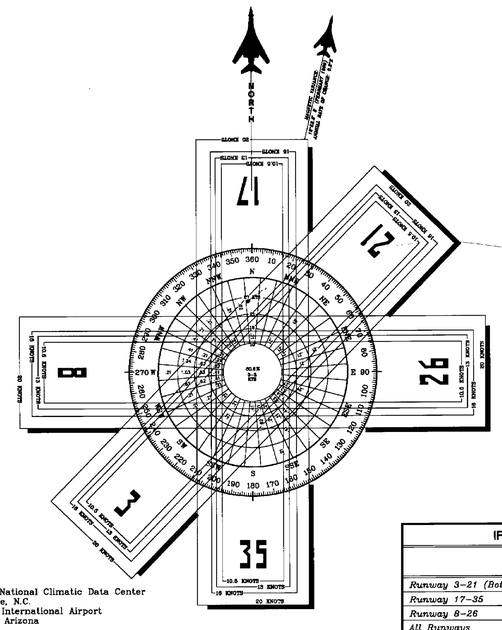


ALL WEATHER WIND COVERAGE	10.5 Knots (12 MPH)	13 Knots (15 MPH)	18 Knots (18 MPH)	20 Knots (23 MPH)
Runway 3-21 (Both)	93.67%	96.71%	99.17%	99.85%
Runway 17-35	96.97%	98.27%	99.47%	99.86%
Runway 8-26	93.29%	96.15%	99.06%	99.78%
All Runways	99.75%	99.95%	99.99%	99.99%

SOURCE:
NOAA National Climatic Data Center
Ashville, N.C.
Yuma International Airport
Yuma, Arizona

OBSERVATIONS:
87,467 All Weather Observations
1987 to 1996

ALL WEATHER WIND ROSE



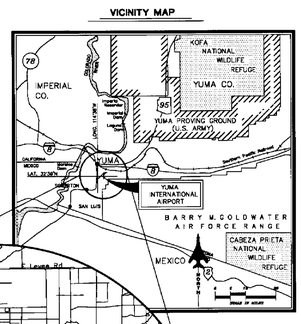
IFR WIND COVERAGE	10.5 Knots (12 MPH)	13 Knots (15 MPH)	18 Knots (18 MPH)	20 Knots (23 MPH)
Runway 3-21 (Both)	84.04%	87.23%	91.94%	95.91%
Runway 17-35	88.58%	90.49%	92.10%	95.10%
Runway 8-26	91.28%	93.92%	96.45%	98.06%
All Runways	95.19%	99.14%	99.71%	99.99%

SOURCE:
NOAA National Climatic Data Center
Ashville, N.C.
Yuma International Airport
Yuma, Arizona

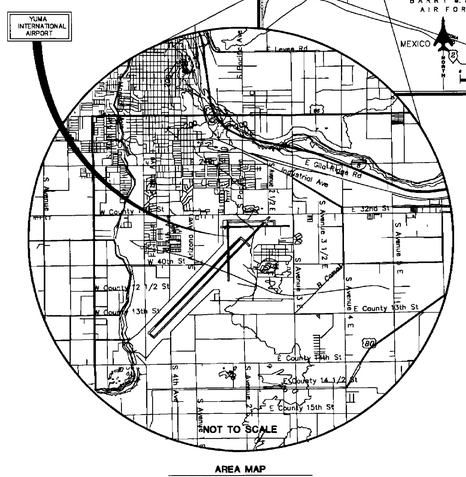
OBSERVATIONS:
484 IFR Observations
1987 to 1996

IFR WIND ROSE

VICINITY MAP



AREA MAP



DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	ACTUAL	PROPOSED DISPOSITION
NONE				

No.	REVISIONS	DATE	BY	APP'D
1	PREVIOUS ALP APPROVED BY THE YCAA.	9/14/92	--	EMT
2	PREVIOUS ALP APPROVED BY THE FAA.	8/16/93	--	JFM

"THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

YUMA INTERNATIONAL AIRPORT
YUMA COUNTY AIRPORT AUTHORITY

AIRPORT DATA SHEET

YUMA, ARIZIONA

PLANNED BY: Chris Huguenin
DETAILED BY: W.B. Holland/M.J. Rogers
APPROVED BY: James M. Harris, P.E.

October 19, 1999 SHEET 1 OF 10

Coffman Associates
Airport Consultants

Coffman Associates YUMADATA.DWG 12-21-99 13:01